

tion bureau to translate foreign books into Chinese; he bought a large number of translated books from Shanghai and Hongkong, for the nucleus of a library where *Western Learning* and aspirants for literary honours could read and study up "Western Learning"; and then notified candidates for the examinations that at least one-half of his subjects for examinations in the future would be on foreign and modern topics. As a matter of fact he aimed at revolutionising the entire schedule of examinations of Huanan province. Of course, Kiang Piao misused his power to his actions and so at the end of his term (1897)—when another term of three years would have enabled him to completely modernise Huanan—he was relieved by a new Governor, the very opposite of himself in character and abilities.

In 1898 the Emperor began his scheme of reform, and naturally thought of Kiang Piao. The latter was, therefore, appointed in July a Metropolitan Official of the 4th grade and commanded to come up to Peking to help by his advice his Imperial Master. Before Kiang Piao could do so the great crash came, and, of course, such a prominent Reformer could not escape the wrath of the Empress Dowager's conservative advisers. He was cashiered and dismissed for ever and ordered to be placed under the surveillance of the local authorities of Soochow. Kiang Piao became a disappointed man; being a member of a fairly well-off family he was, of course, not reduced to penury and want, but this sudden retrogression of his fortunes apparently told on his health and he died through the bursting of a blood vessel. The Reform Party has suffered a very serious loss in its ranks by Kiang Piao's death.—*N. C. Daily News*.

RUSSIA AND KOREA.

The St. Petersburg correspondent of the *Globe* sends the following very important note—

The question of Russia's position in the Far East is again attracting a great deal of attention in the Russian Press, and special attention is being paid to the question whether Russia possesses in its ports of Vladivostok and Port Arthur naval bases which are of themselves sufficient for the needs of the Russian East-Asian Fleet. Naval experts have expressed the opinion that the many advantages possessed by both these harbours are affected by many drawbacks, and principally by the lack of a connecting link, since such a link would be of the greatest importance in maintaining undisturbed intercourse for both ports with the Pacific Ocean and the Gulf of Pechili. For the purpose of effecting the Russian authorities to fix upon a naval base that will serve as a connecting link between the ports of Vladivostok and Port Arthur the *East-Asian Lloyd* makes the following suggestion—

"One's first glance falls naturally upon the Straits of Korea, which contain islands with excellent bays. Especially suitable from a Russian aspect is the island of Kodjedo, or Koryado, lying off the south-eastern coast of Korea. The numerous bays of the coastline of this island afford many good harbours, in which the largest fleets could find a convenient anchorage. We are informed that Russian vessels have some time ago taken up the question of the islands in question, and the reports thus handed in have strongly recommended the Ministry of Marine to make use of the Bay of Masanpo, the roadsteads of Admiral Alexieff, Tchichatcheff, Tchekotoff, Vladimir Monomach, and others. The great point in favour of Koryado is its excellent geographical position. Lying midway in the Straits of Korea it is distant only 50 English miles from Takeshiki, and 135 miles from Saseho. Both these Japanese ports are to-day the watch-towers at the entrance of the Sea of Japan, and they may be called the 'Japanese Dardanelles.' Nothing further need be said to show the value of a harbour on the northern coast of the Straits of Korea, when such a harbour in the hands of Japan renders the Strait impassable and completely cuts off Vladivostok from Port Arthur; on the other hand, such a harbour in the hands of Russia would convert the Sea of Japan into an international waterway, and would, so to say, form the connecting link between Vladivostok and Port Arthur."

The necessity for Russia to secure a point of view of this nature for her naval forces in the Far East easily explains the great attention with which that country is following every movement on the part of Japan in Korea, and at the same time it explains the desire of Japan to make it impossible for Russia to plant a firm and permanent foot on the Straits of Korea. The success of Russian diplomacy in Korea has not passed unnoticed by the Japanese, and although the Czar's advisers may deem the present moment most opportune for reopening the Korean question, they are not wanting signs that Japan is resolved to make a bold stand against the pretensions of Russia.

SIGNIFICANCE OF KAISER'S VISIT.

A London cable of October 27th discusses the bearings and significance of the Kaiser's visit to England which the direct cables to the East have just chronicled. The German Emperor (the cable says) has again become picturesque on the European stage. French Chauvinism has been at him for having intervened at the close of the Dreyfus trial to deprive the verdict of the judges of all moral force, and is now coaxing him to stay away from England. Bismarck's German partisans are also warning him that it is more important for him to remain on close terms with the Czar than to woo popularity in England. There is also the old-time feeling of jealousy, especially among the commercial classes in Germany, which is not to be reconciled with the new trend of the Emperor's policy of friendship for England. His projected visit to England has become a matter of high diplomatic importance and will be preceded by a meeting with the Czar, with will not lessen the significance of the event. Naturally he is investing these incidents with an atmosphere of mystery and the prominence attached to his movements imparts lustre to his prestige and adds to his personal influence in European affairs. The change of public sentiment in England respecting the German Emperor since the flying squadron was ordered four years ago, is nothing less than a startling anomaly. English irritation over Germany's commercial rivalry and the Emperor's meddlesome intervention in the Transvaal affair, reached a pitch where war would have been welcomed. Times have changed and the English people are now prepared to receive him as an ally and friend who has stood by them when Russia and France have been suspected of treachery. British jingoism has been pounded and tamed in the last few years, and now dismisses the fact that the Emperor was assisted by Colonel Schiel and German gunners as a matter of no importance and fairly clamours to have him enter London in triumph. Anxiety is felt lest the Emperor may be influenced to defer his visit to England under the pressure of political agitation at home, and subtle intrigue abroad. Evidence that the governing classes of England and Germany are working "hand in hand" is complete. "The governments are on the most friendly terms possible."

THE BOERS AND THE GIRAFFE.

The Boers are credited with being great hunters, and chief of them in his younger days was President Kruger, whose daring in attacking a lion single-handed, with a hunting knife, has many times been told. When the Boers migrated from Cape Colony to the Transvaal they were forced to clear the way by killing 6,000 lions, many of which were killed by Kruger. For years the South African Boers have been hunters, and their skill with the rifle is due to this daily practice in the fields and woods. But with them the killing of game has been either a matter of dollars and cents or self-protection.

Their creditable work of freeing South Africa of the lion, which roamed in such numbers that life was rendered unsafe anywhere in the country, is offset by their ruthless destruction of the giraffe from Cape Colony to the Beletli River. If they killed 6,000 lions in the Transvaal before existence was made safe, they must have killed 60,000 of the innocent graceful giraffes. In the early days of South African history the giraffe was the most abundant game in the Transvaal, Matabeleland, and Orange Free State, but the creature has been killed off like the American buffalo, and the few remaining representatives of a noble race gradually driven north. For years past the giraffe has been a profitable quarry for the Boer hunters, and the animal was valued by them only because the hides were articles of commercial use. They were not hunted, shot down in droves and destroyed in the greatest number possible in every direction. The extinction by the animal in South Africa is now threatened and its preservation by legislation comes when it is almost too late. In this respect, too, the brief history of the creature will resemble the story of the American buffalo.

The giraffe, or as the animal is its chief article of value. No wonder that the bullets often fail to penetrate this skin, for it is from three-quarters to an inch thick, and as tough as it is thick. This skin when cured and tanned makes excellent leather for certain purposes. The Boers make riding whips and sandals out of the skins they do not send to Europe. The bones of the giraffe have also a commercial value. The leg bones are solid instead of hollow, and in Europe they are in great demand for manufacturing buttons and other bone articles. The tendons of the giraffe are so strong that they will sustain an enormous dead weight, which gives to them pecuniary value.

TO WIRE THE PACIFIC.

AMERICA PREPARING TO LAY THE CABLE. WASHINGTON, October 26th.

In diplomatic and official quarters attention is being directed to the question of a Pacific cable linking this country with the Philippines and points beyond, and it is understood that this Government and the foreign governments which would be affected by the cable are now actively considering the subject. The officials here are assembling data and preparing cables maps, with expectation that the matter will be brought to the early attention of Congress. In a general way the project is for a cable of four links, viz.: From San Francisco to Hawaii, 2150 miles; from Hawaii to Wake Island, 2044 miles; from Wake Island to Guam, 1293 miles; from Guam to Manila, 1350 miles. These landing points are all within the control of the United States, our flag having been raised on Wake Island not long ago. This would connect all the American possessions in the Pacific by a line crossing no foreign territory. Besides this, the plan permits an extension 500 to secure two outlets to Asia and the Far East. The first of these would be from Manila to the Japanese island of Formosa, from which island Japan has built a line to the Japanese coast and the mainland of Asia. The second outlet would be from Hawaii south to Fanning Island, at which point the newly projected British cable from Vancouver to New Zealand crosses. The foregoing projects would not be private enterprises, but a Government undertaking. The Government, it is urged, in support of the project, would be not only an expansion of its present high charges and from the supervision of foreign companies now handling the business, but the line being opened to the public and commercial uses at a reasonable rate would afford facilities for the expanding trade of the Pacific and thereby yield a considerable return to the Government. Foreign governments which would be effected by this project—notably Russia, Japan and Great Britain—are beginning to show some concern over it and it is understood that the Government has been sounded of late from several foreign quarters to learn what its plans are.

CALLS ON THE AMERICAN NATION TO RETURN THANKS.

PRESIDENT MCKINLEY SAYS THE AMERICAN PEOPLE HAVE GREAT REASON TO REJOICE. WASHINGTON, October 25th.

The President to-day issued the following proclamation:

"National custom, dear to the hearts of the people, calls for the setting apart of one day in each year for special thanksgiving to Almighty God for the blessings of the preceding year. This honored observance acquires with time a tender significance. It enriches domestic life. It summons under the family roof the absent children to glad reunion with those they love.

"Seldom has this Nation had greater cause for profound thanksgiving. No great pestilence has invaded our shores. Liberal employment waits upon labour. Abundant crops have rewarded the efforts of the husbandman. Increased comforts have come to the home. The national finances have been strengthened and public credit has been sustained and made firm. In all branches of industry and trade there has been an unequalled degree of prosperity, while there has been a steady gain in the moral and educational growth of our national character.

"Churches and schools have flourished. American patriotism has been exalted. These engaged in maintaining the honor of the flag with such signal success have been in a large degree spared from disaster and disease. An honorable peace has been ratified with a foreign nation with which we were at war and we are now at friendly relations with every power on earth.

"The trust which we have assumed for the benefit of the people of Cuba has faithfully advanced. There is marked progress toward the restoration of healthy industrial conditions and under wise sanitary regulations the island has enjoyed unusual exemption from the scourge of fever. The hurricane which swept over our new possession of Porto Rico, destroying the homes and property of the inhabitants, called forth the instant sympathy of the people of the United States, who were swift to respond with generous aid to the sufferers. While the insurrection still continues in the island of Luzon, business is resuming its activity and confidence in the good purposes of the United States is being rapidly established throughout the archipelago.

"For these reasons and countless others, I, William McKinley, President of the United States, do hereby Thursday, the thirtieth day of November next, as a day of general thanksgiving and prayer, to be observed as such by all our people on this continent and in our newly acquired islands, as well as by those who may be at sea or sojourning in foreign lands, and I advise that on this day religious exercises shall be conducted in the churches or meeting places of all denominations in order that in the social features of the day its real significance may not be lost sight of, but fervent prayers may be offered to the Most High for a continuance of Divine guidance, without which man's efforts are vain, and for Divine consolation to those whose kindred and friends have sacrificed their lives for our country.

"I recommend also, that on this day, so far as may be found practicable, labor shall cease from its accustomed toil and charity abound toward the sick, the needy and the poor.

"In witness whereof, I have set my hand and caused the seal of the United States to be affixed.

WILLIAM MCKINLEY.

—*S. F. Chronicle*.

THE ARMoured TRAIN AT MAFeking.

Reuter's correspondent, in his account of the fight at Mafeking, gives some interesting details of the work of the armoured train. The correspondent says: "The scene inside it was perhaps unique in the annals of modern warfare. The crew of the leading truck, 'Firefly,' consisted of a detachment of the British South African Police and railway volunteers, Captain Ashley Williams himself being in command. Mr. Swagie being the driver of the engine, and Mr. A. Moffat acting as stoker. The second truck was in charge of Lieutenant More an engineer on the Buchananland Railway. Number One truck was armed with a Maxim, and it crew mostly with Lee-Metfords. Truck Number Two, which carried another Maxim, rejoined in the name of 'Wasp.' A third truck, the 'Gun,' carried a Hotchkiss. The crew of the trucks numbered barely fifteen in each. As the trucks steamed past Lord Charles Bentinck's squadron, they were received with a hail of bullets, the shouting, 'They can't snout for us, go ahead.' About two miles beyond Bentinck's men the enemy, about 600 strong, were sighted to the right-front of the trucks, and leading truck immediately opened fire with the Maxim at 300 yards. The enemy replied with quick-firing guns and their pounder Maxim, and in a minute or two both sides were raining bullets. Our men manned every loophole, and as they served their guns passed more than one amusing and sarcastic remark, especially when the enemy retired gradually before them. The train advanced steadily, and as the Dutchman now and again discovered the range and began to drop shells too close, it kept on the move up and down the line, to the discomfort of the Boer gunners. Meanwhile the Mauser bullets rattled merrily but impotently on the armour, each new discharge or volley being greeted with what our fellows call 'gun laughter.'

"After the engagement had lasted some time, Colonel Baden-Powell decided that the armoured train should return, and he despatched Captain FitzClarence with a squadron of men to cover the retreat. The train then retired to meet FitzClarence. The troops moved away to the right of the line. At first his advance was not opposed, but after occupying a Kafir kraal the enemy attempted to outflank him, and a heavy and determined engagement ensued. The armoured train at this juncture was quite unable to assist FitzClarence, as the enemy were attacking his front and still trying to turn his flank, so that the crew of the train were unable to fire for fear of hitting their own men.

"Captain FitzClarence was then ordered to retire on Mafeking, but he sent to the train (which formed a sort of base) to say that being hampered with his wounded he could not return without reinforcements. Captain Lord Charles Bentinck was ordered to take his squadron and endeavour to disengage FitzClarence. Meanwhile, our men were behaving splendidly, and pressing the Dutch hard. As a result of this, the enemy abandoned their position a little before midday, thus allowing FitzClarence, who was unquestionably outnumbered, to commence a retreat in good order.—*London and China Express*.

BRITAIN, RUSSIA, AND GERMANY IN CHINA.

A Reuter's representative has had an interview with a British official who has just returned from the Far East, having visited, among other places, Port Arthur, Tai-lien-wang, Kiaochow, and Wei-hai-Wei. He said that the British Government is not at all anxious to acquire a square yard of ground on which natives are not at work. There is not a merchant in the place, there being, in fact, no room for commercial buildings. There are a few small and insignificant stores, but the Russians do not encourage trade at Port Arthur. They intend to make Tai-lien-wang—forty miles distant on the New-chang side—the commercial port of Port Arthur. This place is open all the winter and is designated as the commercial terminus of the Russian railway. The way the Russians are working is remarkable. The chief engineer told me that within two years he could provide me with a railway ticket from Paris to Port Arthur direct. I was also told that every facility would be given to merchants of all nationalities to settle at Tai-lien-wang, but that there was no room and no field for merchants at Port Arthur. The flower of the Russian army, from officers downwards, is undoubtedly in Manchuria. Regarding Tai-lien-wang, the officials at Port Arthur quite recognise that international trade is impossible there under the present Russian restrictions, and I was told that the whole question was to be reconsidered. As a matter of fact, Russian activity at Port Arthur is proving a great stimulus to British trade, as a large amount of material is being obtained from British houses and taken out by British ships.

Speaking of Kiaochow, Reuter's informant said: "The hills are bare, rocky, and desolate, but in the valley the soil is good and well cultivated. Roads are being laid out, and a tramway is under construction, but the place awaits speculators to build and people to occupy the houses. There appears to be every prospect of the place becoming of some commercial value, but it will be many years before it will be of any importance. There are about 1,000 troops in the place, and nearly everyone you meet is a German and in uniform. Chinese men are to be seen working in the streets. I only saw two or three merchant ships in the harbour. The Germans declare that the place will rival Hongkong. I saw no fortifications at Kiaochow, and although, in course of the last winter, the place was fortified with the like of Port Arthur or Wei-hai-Wei, at Wei-hai-Wei I saw several men-of-war. Building operations for the garrisons are still in progress. The island is used for residential purposes and for the storekeepers, the military living on the mainland, where merchants are not encouraged. Large numbers of military men and marines were to be seen, and also detachments of the new Chinese Regiment. Workmen are busily engaged in repairing and adding to the forts, but no attempt is being made to rival Port Arthur as an impregnable place of arms or Kiaochow as a commercial centre.—*London and China Express*.

THE REPORTED CHINO-JAPANESE ALLIANCE.

The Tokyo Correspondent of *The Times*, in the course of a long letter which he has sent to that journal, and dated Sept. 6, writes: "The Chinese Commissioners Liu and Ching have now left Tokyo. Ostensibly their journey to Japan had a purely commercial object; they were instructed to make a careful investigation of the trading and manufacturing methods which Japan is following with success. But in reality, their main purpose was to ascertain the possibilities of an alliance between the two Oriental Empires. They were not authorised, of course, to conclude an alliance, even if they found Japan willing to entertain their proposition, which was simply a tentative suggestion, and rumour multiplied its proportions, even more than the usual coefficient of exaggeration. There was, above all, no truth in the statement, industriously circulated, that Japan had agreed to be a party to the alliance. Japan certainly laid herself open to some suspicion, for she had full knowledge that the character of the mission was not merely commercial, and since, despite that knowledge, she agreed to receive the Commissioners, and to grant them an Imperial audience, the public was not without warrant for supposing that she had a mind to endorse their purpose. It would, however, be a very egregious error to suppose that any alliance of the nature suggested by recent rumours is possible between China and Japan. To afford every reasonable aid towards the development of her neighbour's capacities of self-defence is certainly in Japan's mind, but to conclude any agreement which would pledge her to share the vicissitudes of China's fortunes is a project she does not entertain for a moment.

We who live in Japan and have many opportunities of ascertaining the views held by her publicists about Chinese problems believe that we are in a position to speak with some confidence. What we see before everything is that the statement of this country do not credit the possibility of the Middle Kingdom's territorial dimensions may be reduced, but they think also that there must always remain a solid residuum, guaranteed against disruption by the homogeneity of the race, by its vast resources, and by its long history of autonomy. Japan understands that it is a matter of life or death to her nascent industries to prevent any large encroachment upon Chinese dominions by powers which employ protective tariffs to close their markets. She does not want the irreducible minimum of the Chinese Empire for her commercial *vis-à-vis*. Then comes the question. To what length is she prepared to go, and what methods does she think feasible, for the conservation of the Middle Kingdom? Here also there is a notable consensus of opinion amongst her leading politicians. They think that what China needs before everything at present is a strong army and a strong navy—the weapons of self-defence. She already possesses material for a strong army; they require only to be moulded into shape. Japan is best fitted to undertake that task. Apart from her various affinities with her neighbour, she has the important qualification of having herself passed through the mill of adoption and adaptation. She knows the difficulties and can help others to surmount them. But the naval problem cannot be so easily solved. Many years and vast expenditure would be needed to provide China with an efficient navy, and in the interval her coasts lie at the mercy of any enterprising enemy. England alone can save the situation. England, without making any considerable addition to her present squadron in the Far East, and with Japan's co-operation, could easily protect China against maritime aggressions pending the constructions of Chinese ships and the training of Chinese seamen, which latter tasks would be undertaken by the Queen of the Seas. These are the practical questions that press for immediate settlement, according to the view of Japanese publicists. The questions of finance and general reform would be natural corollaries, which Japan does not seem to consider incapable of solution.—*London and China Express*.

SHIPPING REPORTS.

Captain R. W. Almond, of the steamship *Diamante*, from Manila, reports—Strong N.E. gale, heavy sea, and terrific squalls.

NOTANDA.

CALENDAR.

DECEMBER.

Meteorological notes based on fifteen years' observations to 1898.

Burometer 30.181
Thermometer 62.4
Humidity 64
Rainfall 0.985

TO-DAY.

WEATHER REPORT.

On date at On date at
10 a.m. 4 p.m.
Barometer 30.24 30.16
Temperature 61 60
Humidity 41 73
Rainfall — —

TO-DAY.

Saturday, 2nd December, 1899.

Chinese—30th of 10th moon of 25th year of Kwang-shu.

Sun—Rises 6hr. 23min.
Sets 5hr. 30min.
High water—Morning 6hr. 53min.
Afternoon 7hr. 42min.
Low water—Morning 3hr. 37min.
Afternoon 2hr. 30min.

ANNIVERSARIES.

1554—St. Francis Xavier died at Sanchao.

1645—Death of Alexander the Great.

1846—Queen Adelaide died.

1854—Louis Napoleon created Emperor of France.

1875—Return of Governor Sir Arthur Kennedy to Hongkong from England.

1896—Dr. Jameson released on account of ill-health.

1898—Six patients burnt to death at Leprosy Hospital at Tokio.

TO-MORROW.

Sunday, 3rd December, 1899.

Chinese—1st of 11th moon of 25th year of Kwang-shu.

Sun—Rises 6hr. 26min.
Sets 5hr. 30min.
Moon—New Moon 8hr. 24 a.m.
Moon—Max. Dec. 3, 9hr. 30 a.m.
High water—Morning 6hr. 44min.
Afternoon 7hr. 32min.
Low water—Morning 3hr. 18min.
Afternoon 2hr. 52min.

ANNIVERSARIES.

1574—Li-ma-hong attacked Manila without success.

1832—Mr. Innis ordered to leave Canton within 3 days for being in possession of opium.

1873—The Philippine ports of Legaspi, and Tacloban opened to trade.

1878—Charles Newman convicted of the murder of Gutierrez and sentenced to death at Hongkong Criminal Sessions.

1885—British ship *Lorne* founded, while on voyage from Saigon to Hongkong; over 80 lives lost, several Europeans included.

1891—Disastrous gale in Hongkong with great loss of life.

1898—Prince Henry of Prussia arrives in Hongkong.

AGENDA.

TO-DAY.

9 p.m.—Boxing tournament at the City Hall.

TO-MORROW.

Royal Hongkong Yacht Club—Club Race No. 3. Course No. 18.

CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church—Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point—Morning Service, 11 a.m.

St. Francis Church, Wanchai—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Seamen's Church—11 a.m. and 6.30 p.m.

MONDAY, 4th.

Adjourned inquest on late Privates Jones and Jordan at the Magistrate's Office.

About 4 p.m.—Polo Match (Gillies Cup). Whitehead vs. Loring at Causeway Bay.

9 a.m.—Performance by Madame Konorah at City Hall.

TUESDAY, 5th.

Bazaar in aid of the Asile de la Ste Enfance, at the City Hall.

4 p.m.—Cargo ex s.s. *Sacotra* subject to rent.

Noon—C. & O. steamer *Lady Jolney* for San Diego.

8 for 8.30 p.m.—Regular meeting of the Jubilee Lodge of Instruction, address by Bro. H. W. Wolfe.

WEDNESDAY, 6th.

Inquest on late Sergt. Healy, R.A. at the Magistrate's Office.

Cargo ex *Hongkong Maru* subject to rent.

Trial of Lamma pirates at Magistrate's Office.

9 p.m.—Performance by Madame Konorah at City Hall.

THURSDAY, 7th.

Sale by Auction, by G. J. Lammert of Lease of Island Lot No. 1.

9 p.m.—Performance by Madame Konorah at City Hall.

Cargo ex *Prine-Helmich* subject to rent.

FRIDAY, 8th.

4 p.m.—E. & A. S. Co.'s steamer *Australian* leaves for Sydney and Melbourne.

About 4 p.m.—Polo Match (Gillies Cup). Walwyn vs. Winner of No. 2.

SATURDAY, 9th.

Noon—T. K. K. steamer *Hongkong Maru* leaves for San Francisco.

Noon—P. & O. steamer *Clyde* with English mails leaves for London.

Afternoon—H.K. Volunteers take part in Tactical Exercises.

4 p.m.—Cargo ex *Benader* subject to rent.

4.15 p.m.—Football Shield Tie—"D" Coy R.V.F. "H" Coy R.V.F.

9 p.m.—Last Performance by Madame Konorah at City Hall.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Ernest Simon*) to-morrow.

Indian (*Arratoon Apar*) 5th inst.

Australian (*Airile*) 7th inst.

American (*China*) 9th inst.

German (*Preussen*) 13th inst.

Australian (*Taiyuan*) 13th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* left Yokohama on Friday afternoon the 1st December for Vancouver.

The Imperial German mail steamer *Preussen* carrying the German mails with dates from Berlin of the 13th ult. left Colombo yesterday the 1st inst. p.m. and may be expected here on or about Wednesday the 13th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba at Kowloon Dock.

Isla de Luzon " "

Singapore " "

H.I.G.M.S. Hertha " "

Rohilla " "

Italian " "

Clara " "

West York " "

H.M.S. Whiting " "

U.S. Iris " "

Progress " "

Elwing " "

Pearse " "

D. Juan d'Austria Cosmopolitan.

Holstein " "

PASSED THE CANAL.

Outward—3rd November—*Strathgyle*—7th November—*Glenloch*, *Macduff*, *Clio*, *Koroma*, *Eleonora*, 10th November—*Stam*, *Tosa Maru*, 14th November—*Willingburg*, *Bombay Whitehall*, 17th November—*Glenfarg*, *Beagle*, *Silesia*, *Dardanus*, *Nas*, *Annam*, 21st November—*Antenor*, *Preussen*, *Bedouin*, *Bergshusen*, 24th November—*Mertonshire*, *Homeward*—24th November—*Argyll*.

Shipping.

Arrivals.

BAMBERG, German steamer, 2,660, H. Mayer, 1st Dec.—Mojl 26th Nov., Coals—Carlowick & Co.

HUE, French steamer, 704, P. Merleux, and Dec.—Haiphong and Hoihow 1st Dec., General—A. R. Marty.

TAI CHEONG, German steamer, 828, H. Ahrens, and Dec.—Saigon 26th Nov., Rice and Rice-flour—Meyer & Co.

DIAMANTE, British steamer, 1,250, R. W. Almond, 2nd Dec.—Manila 25th Nov., General—Shewan, Thomas & Co.

INORAN, German steamer, 894, E. F. Piper, and Dec.—Amoy 30th Nov., General—Meyer & Co.

LOONGMOON, German steamer, 1,245, F. Schulz, 2nd Dec.—Canton 2nd Dec., General—Siemssen & Co.

EMPRESS OF JAPAN, British steamer, 5,904, G. A. Lee, R.N.R., 2nd Dec.—Vancouver 10th Nov., and Shanghai 30th, Mails and General—C. P. R. Co.

Clearances at the Harbour Office.

Pictoula, German str., for Saigon.

Kohyama Maru, Japanese str., for Canton.

Pak Kong, British str., for Canton.

Hokkoku, Portuguese steam-launch, for Macao.

Sabina Rickmers, British str., for Foochow.

Shulberg, German str., for Thoskobe.

Kwai Lum, British steam-launch, for Macao.

Haimun, British str., for Swatow.

Hue, French str., for Haiphong.

Hailan, French str., for Hoihow.

Wo Ping, Chinese steam-launch, for Wuchow.

Hongkong, French str., for Haiphong.

Nanchang, British str., for Amoy.

Queen Adelaide, British str., for Amoy.

Diamond, British str., for Shanghai.

Sakong, British str., for Samshui.

Atchew, British str., for Bangkok.

Tamut Maru, Japanese str., for Swatow.

Chydra, British str., for Singapore.

Sishan, British str., for Swatow.

Departures.

Dec. 2, *Annam*, French str., for Europe.

Dec. 2, *Daphne*, German str., for Nagasaki.

Dec. 2, *Taiwan*, British str., for Canton.

Dec. 2, *Taisang*, British str., for Canton.

Dec. 2, *Sacotra*, British str., for Japan.

Dec. 2, *Chydra*, British str., for Amoy.

Dec. 2, *Legaspi*, Spanish str., for Manila.

Dec. 2, *Malacca*, British str., for Singapore.

Dec. 2, *Hailan*, French str., for Hoihow.

Dec. 2, *Diamond*, British str., for Shanghai.

Dec. 2, *Nanchang*, British str., for Manila.

Passengers—Arrived.

Per *Tai Cheong*, from Saigon—128 Chinese.

Per *Diamante*, from Manila—Dr. Stahl, Mr. Kletter, Lieut. Patman, Messrs. Malviney, Slater Buck, Amarian, Galon, Miller, Chas. Drew, and 26 Chinese.

Per *Empress of Japan*, from Vancouver—Mr. J. Landal, Rev. and Mrs. W. Riddell, Mr. McCallum, Mr. and Mrs. Coustand and 2 children, Misses Wardwell (2), Mrs. A. Clarke, and Mr. H. Smith. From Yokohama—Miss Brooks, Mr. H. C. Potter, Rev. P. S. Grant, Messrs. H. Bhesania, S. Donenberg, Mrs. Skeer, Mrs. Skeer and maids (2), Misses Gorham, Ure, Professor and Mrs. Sharpe, Mr. and Mrs. D. E. Brown, Mr. and Mrs. G. Baldwin, Master Baldwin, Misses Querson, Bulby, Mr. Riddick, and Mr. Baldwin. For Kobe—Mr. and Mrs. D. McLaren, Messrs. W. Ball, Mr. R. M. Bewick, Mr. and Mrs. Clarke, Mr. and Mrs. R. Meyne, Messrs. J. W. Taylor and J. P. Curar. For Nagasaki—Mr. and Mrs. Cameron and maid, Mrs. W. P. Elliot, Messrs. Hung Muk Hoi, Wong Sui Cho and Leung Yee Lun. From Shanghai—Mr. H. M. Tibbey, Mr. and Mrs. H. H. Horey, Mr. and Mrs. J. W. Whittall, Misses Krout, Ricketts, Mrs. Donenberg, 617 Chinese and 2 Japanese in steerage.

Departed.

Per *Chydra*, for Singapore—Miss Geary, and 613 Chinese.

Per *Annam*, for Saigon—Mr. J. Walton, Dr. Back, Mr. K. Ito, Mr. and Mrs. von Pillowitz, and 55 Chinese. For Singapore—Messrs. B. N. Keranjia, Alf. H. Ellis, A. S. Goodwin, J. C. Hendry, S. G. Newall, I. Abbe, Durelle, G. Moss, Ping Kiat, For Batavia—Hon. B. G. Corney. For Colombo—Mr. E. Ortiz and 10 Chinese. For Suez—Lieut. W. E. Longfield, Mr. A. Spagnolo. For Marseilles—Mr. L. B. Porter, Mr. and Mrs. Sherman Clarke, Messrs. Anna de Amorim, Antonio, and 3 sailors.

STEAMERS EXPECTED.

Names.	From.	Due.
Ernest Simons	Saigon	To-morrow
Mazagon	Singapore	Dec. 4th
Arratoon Apar	Singapore	Dec. 5th
Airile	Port Darwin	Dec. 7th
China	Port Darwin	Dec. 7th
Preussen	Colombo	Dec. 13th
Taiyuan	Sydney	Dec. 13th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in this column, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this column, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
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Abergeldie	Portland &c.	Jan. 27th
Adolph Oborg	New York	Dec. 28th
Adriatic	New York	Dec. 28th
Amir	Haarve, &c.	Jan. 2nd
America Maru	San Francisco, &c.	Jan. 27th
Asama	New York	Dec. 20th
Australian	Sydney, &c.	Dec. 8th
Bamberg	Haarve, &c.	Dec. 6th
Bayer	Straits, &c.	Mar. 7th
Breconshire	Victoria, B.C.	Jan. 13th
Carlisle City	San Diego, &c.	Dec. 31st
China	San Francisco, &c.	Dec. 16th
Chingtu		

Intimations.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:
THE VICTORIA DISPENSARY,
HONGKONG.

PETER SYS' WONDERFUL SPECIFIC.
The only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

1247a] 1242
12th October, 1899.
PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Cost Post Orders Executed.

ACHEE & CO.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [1239a]

UNTOUCHED BY HAND.

MELLIN'S

FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

CLARK'S B. J. PILLS are warranted to
cure, in either sex, all acquired or con-
stitutional Discharges from the Urinary Organs,
Gravel, and Pains in the Back. Free from
Mercury. Established upwards of 30 years.
In boxes, 4s. 6d. each, of all Chemists and
Patent Medicine Vendors throughout the
World. Proprietors: The Lincoln and Mid-
land Counties Drug Company, Lincoln,
England.

TUITION IN DANCING.

MR. A. HAHN'S DANCING CLASSES
will re-commence on 1st November next.
Intending Pupils are respectfully requested
to send their Applications Early in order that
Time and Terms may be arranged.

A. HAHN,
No. 10, Ice House Street,
Hongkong, 21st October, 1899. [1339a]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S KAUTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [19]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JAYES
FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [11]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR Co., Ltd.,
DUNLOP TYRES' BICYCLES—PRICE, \$100.
A special reliable Watch made for this Climate.

Quality A. \$12
Quality B. \$10
40, QUEEN'S ROAD,
Watson's Building.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA.

36, DIVISION STREET, KOBE,
Hongkong, 15th March, 1898. [42]

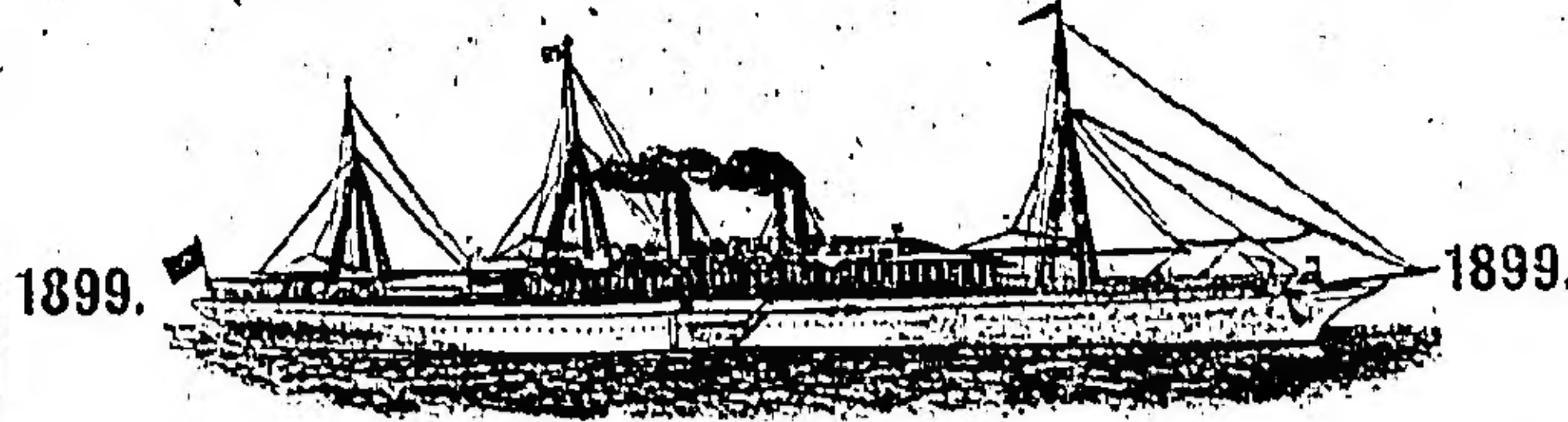
NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.

Terms moderate; for Particulars apply
to
c/o This Office.
Hongkong, 18th August, 1899. [1048a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



1899. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway Cars and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Edgar Street.

Hongkong, 27th November, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON, TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Lady Joyce ... 3,191 ... about ... Dec. 4
Strathgyle ... 3,023 ... about ... Dec. 15
Carle City ... 3,002 ... about ... Dec. 31

THE Steamship

"LADY JOCEY"
will be despatched for SAN DIEGO via
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on MONDAY, the 4th Dec.,
at Noon.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 4 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 29th November, 1899. [1345a]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO

Saint Irene ... 3,877 ... W. Attree ... Dec. 20
City of Dublin ... 3,328 ... J. R. R. ... Dec. 30
Broomfield ... 3,507 ... G. E. Elliott ... Jan. 13

ALSO
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire ... 2,874 ... W. A. Evans ... Dec. 23
Aberdeenshire ... 3,777 ... J. Murray ... Jan. 27

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad traveling is second to none on
the American Continent. Magnificent Scenery
of the Rocky and Cascade Mountains.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Points should be in quadruplicate, and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 1st December, 1899. [14]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"CLYDE,"
Captain C. T. Denny, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 9th
December, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuable Goods, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th November, 1899. [5]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama
and Honolulu) ... Saturday, 23rd Dec.,
at Noon.

Coptic (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama
and Honolulu) ... Saturday, 20th Jan.,
1900, at Noon.

Gaelic (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama
and Honolulu) ... Tuesday, 13th Feb.,
1900, at Noon.

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 23rd December, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolu-
lu, and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 30th November, 1899. [2]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Tosa Maru	YOKOHAMA (DIRECT)	THURSDAY, 7th Dec., at 4 P.M.
Hakata Maru	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 15th Dec., at Noon.
Kagoshima Maru	KOBE and YOKOHAMA	THURSDAY, 21st Dec., at 4 P.M.
Yawata Maru	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd Dec., at 4 P.M.
Futami Maru	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Dec., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 29th November, 1899.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTS, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG	HAVRE and HAMBURG	6th December. Freight.
Mayer	(LONDON with transhipment in HAMBURG)	About 15th December. Freight and Passage.
KONIGSBERG	HAVRE and HAMBURG	About 20th December. Freight.
Christiansen	(LONDON with transhipment in HAMBURG)	About 2nd January. Freight and Passage.
AMBRIA	HAVRE and HAMBURG	About 10th January. Freight and Passage.
Berneiser	(LONDON with transhipment in HAMBURG)	About 20th January. Freight and Passage.
SARNA	HAVRE and HAMBURG	About 20th January. Freight and Passage.
Fuchs	(LONDON with transhipment in HAMBURG)	About 20th January. Freight and Passage.
SILESIA	MARSEILLES, HAVRE & HAMBURG	January. Freight and Passage.
Behrens	(LONDON with transhipment in HAMBURG)	January. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 9th Dec.,
at Noon.

NIPPON MARU (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama and Honolulu) ... Wednesday, 3rd Jan.,
1900, at Noon.

AMERICA MARU (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 27th Jan.,
1900, at Noon.

THE Steamship

"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
SATURDAY, the 9th December, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1899. [1310]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama
and Honolulu) ... Saturday, 16th Dec.,
at Noon.

THE Company's Steamship

"CHINA,"
will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on SATURDAY, the 16th December,
at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolu-
lu, and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
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Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

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to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

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the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
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required.

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United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 29th November, 1899. [1310]

NOTICE.

THE undersigned AGENTS of the above
Company are prepared

